

AMENDMENT(S) TO THE SPECIFICATION

Please insert the following heading and paragraph at page 1, after the title:

PRIORITY CLAIM

This is a 35 U.S.C. §371 National Stage of International Application No. PCT/EP2003/008674, filed on August 6, 2003. Priority is claimed on that application and on the following application:

Country: Germany, Application No. 102 36 505.9, Filed: August 9, 2002.

Please insert the following heading beginning at page 1, after the title:

Background of the Invention

Please replace the paragraph at page 1, lines 6-8, with the following rewritten paragraph:

The invention pertains to an internal combustion engine with a connecting means for connecting a first section to a second section of a wire harness on a cylinder head housing ~~according to the introductory clause of Claim 1 and to a process for the installation. The~~ invention further relates to a process for installing such a harness.

Please insert the following heading beginning at page 2, between lines 8-9:

Summary of the Invention

Please delete the paragraph at page 2, lines 12-13.

Please replace the paragraph beginning at page 2, line 14 to page 3, line 3, with the following rewritten paragraph:

According to the invention, the connecting means comprises a terminal carrier and a boot and [[that]] both the terminal carrier and the boot have means by which they lock themselves in position. In the case of the boot, the self-locking means is realized in the form of a latching ring or a latching lobe. In the case of the terminal carrier, the self-locking means is realized in the form of latching lobes. In the installed state, the terminal carrier is fixed in place on the cylinder

head housing by the latching lobes, which grip under the cylinder head housing, which has the effect of sealing off the interior space. Then the boot is fixed in place on the terminal carrier by means of the latching ring or latching lobe. No additional work steps are required to attach the boot to the terminal carrier. Nor is there any need for fastening means such as screws or bores. The latching ring in the boot offers the advantage that the boot, to which a corrugated hose is attached, can be rotated to any angle on the terminal carrier. The connecting means is designed to last for the predicted life of a large diesel engine; that is, the connecting means is designed to withstand the effects of vibration for this period of time.

Please replace the paragraph at page 3, lines 4-18, with the following rewritten paragraph:

In one embodiment, it is proposed that the terminal carrier be provided with terminals and covers, each terminal consisting of a compression spring and a conductor strip. The second section of the wire harness is permanently connected to the conductor strip by a process such as soldering or crimping. In addition, the second section of the wire harness is embedded in the material of the terminal carrier. This guarantees both leak-tightness and the ability to withstand vibrations. Each of the individual wires of the first section of the wire harness is held in place between the compression spring and the conductor strip by the elastic force of the compression spring. The advantage of this arrangement is that the counterplug at the end of the first section of the wire harness can be eliminated. The only tool required to attach the first section of the wire harness to the terminal carrier is a screwdriver. In addition, the clamping action of the compression spring guarantees a uniform clamping force even under vibrational loads and thus also a uniform transition resistance between the wires of the first section of the wire harness and the conductor strip. In comparison with a conventional screw terminal connection, there is no need to retighten the screw. It is known that, in a screw connection of this type, the copper will creep and the screw will "löosen" loosen.

Please insert the following heading beginning at page 3, between lines 20-21:

Brief Description of the Drawings

Please insert the following heading beginning at page 4, between lines 9-10:

Detailed Description of the Invention

Please replace the paragraph beginning at page 5, line 8 to page 6, line 3, with the following rewritten paragraph:

The boot 9 consists of the I-shaped J-shaped boot parts 9A and 9B. These are connected to each other by a plastic hinge. Each boot part carries in the interior a section of a latching ring 11, reference numbers 11A and 11B. This latching ring 11 engages in a groove 12 in the terminal carrier 8 (see Figure 3). Because of this groove-and-ring arrangement, the boot 9 can be rotated 360° on the terminal [[body]] carrier 8. This offers the advantage that the boot 9, with the corrugated hose 21 attached to it, can assume any desired angle after the connecting means 7 has been attached to the cylinder head. Two terminals 16 are arranged in correspondingly shaped openings in the terminal carrier 8. Each terminal 16 comprises a compression spring 17 and a conductor strip 18. The terminals 16 are supported on correspondingly designed contours on the top of the terminal carrier 8 and on the cover 19. Figure 2 shows the cover 19, which has a two-part design, reference numbers 19A and 19B. On a base body 25 of the terminal carrier 8 are several webs 26 with latching lobes 15, formed as integral parts of the carrier. By means of these latching lobes 15, the terminal carrier can grip the wall of the cylinder head housing 2 after installation. The latching lobes 15 therefore provide the terminal carrier 8 with a self-locking function. To seal off the terminal carrier 8 from the cylinder head housing 2, a groove 20 is provided to accept an O-ring. The second section 5 of the wire harness is permanently connected to the conductor strip 18 by means of a process such as soldering or crimping. In addition, the second section 5 of the wire harness is embedded in the terminal carrier 8. This guarantees that the opening will be leak-tight and that the connection will be able to withstand vibrations.

Please replace the paragraph at page 6, lines 4-13, with the following rewritten paragraph:

Reference is made jointly in the following to Figures 4 and 5. Figure 4 shows the individual parts of a second embodiment of the connecting means 7, and Figure 5 shows the parts after assembly. The first and second embodiments of the connecting means 7 differ with respect to the design of the boot and by the presence of an additional eye on the terminal carrier 8 (Figure 4). The connecting means 7 consists of the following components: a boot 10, a cover 19, the terminal carrier 8, and the corrugated hose 21. Two webs 27 with latching lobes 13 are provided on the boot 10. By means of these latching lobes 13, the boot 10 is locked in place after installation in the eyes 14 provided in the terminal carrier 8. The rest of the functionalities of the terminal carrier 8, of the ~~clamp~~ lobes 15, and of the cover 19 are the same as those of the embodiment described on the basis of Figures 2 and 3.

Please replace the paragraph at page 6, lines 14-21, with the following rewritten paragraph:

Figure 6 shows the sequence of steps for installing the connecting means 7 in the cylinder head housing 2 of an internal combustion engine. In step S1, the terminal carrier 8 along with the second section 5 of the wire harness is inserted into the cylinder head housing 2, so that the latching lobes 15 grip the housing wall and lock the terminal carrier 8 in place. In step S2, the second section 5 of the wire harness is connected to the injector 3. In step S3, the stripped wires of the first section 4 of the wire harness are connected detachably to the terminal carrier 8 (terminals 16). In the last step S4, the boot 9 or boot [[19]] 10 along with the corrugated hose 21 is attached to the terminal carrier 8.

Please delete pages 7-8.